FOR SAVANNAH and other POINTS as be-

FOR SAVANNAH and other POINTS as below.—The first-class side-wheel steamship
AUGUSTA.

Capt. M. S. Woodhull, will leave on SATURDAY, Oct. 27, at 4
p. m. from Pier No. 4, North River. Through tickets can be
lad for the following places:
New Orleans, \$83 75, Mobile, \$35; Moutgomery, \$25; Eufauls, Als., \$24; Columbus, \$21; Albany, \$25; At-lants, \$21;
Chettanogas, \$23; Nashville, \$27, 75; Knowlile, \$25 00 Memphis, \$21 75; Augusts, \$17 50; Moson, \$20; Savannah, \$15.

For freight or passage apply at No. 12 Broadway.

SAMUEL L. MITCHILL & SON.

COR SAVANNAH and the SOUTH .- The steam-TOR SAVANNAH and the SOUTH.—The steamship MONTGOMERY. Capt. Vm. C. Berry. will seave
Plet No. 12 N. R. on THURSDAY, Oct. 25. at 4 p. m.
Tassage to Savannah, with accommodations unequaled, e15;
through thekets to New-Orleans, 683 75; Mobile. \$35; Montgomery. \$25: Memphis \$31 75; Nashville, \$29 75; Knoxville,
\$25: 50; Chettanoops, 625; Eufala \$42; Albany. \$623; Columbus, \$71; Atlanta, \$21; Macon, \$30; Angusta, \$17: 50, includlag carriage fare in Savannah. H. B. GROMWELL & Co.,
No. 86 West-st. and No. 325 Brond-way.
The R. R. CUYLER succeeds, on SATURDAY, Oct. 27.

### Steamboats and Railroads.

NOTICE.—On and after Monday, October 29, the Boats of the Fall River Line to Boston, via Newport and Fall River, will leave Pier No. 3. North River, at 4 p m., instead of 5 as heretofore. WILLIAM BORDEN, Agent, No. 71 West at.

ORIENT, GREENPORT, and SAG HARBOR. O\_The Steamer MASSACHUSETTS, Capt. HAVEN, leaves
James-sip TUESDAY, THURSDAY, and SATURDAY AFTERNOONS, at 5 o'clock. Will leave at 4 after Nov. 1.

NOTICE—CHANGE of HOUR to 4 p. m.—
STONINGTON LINE for BOSTON. On and after MONDAY, Oct 28, 1980, the Steamers of this Line, will leave Pier
No. 18, North River, daily, except Sunday, at 4 p. m. instead of 5
p. m. Office of Company No. 115 West-et
New-York, Oct. 22, 1860.
W. M. EDWARDS, Agent.

LOB BRIDGEPORT-DAILY LINE-FARE OR BRIDGEPORT—DAILY LINE—FARE

30 CENTS.—The Steamer CATALINE, Capt. William A.

Val, will leave Oliver-slip EVERY DAY, at 12 o'cleck NOON,
sunning in connection with the Housstonic Raffrond. The
fitamers BRIDGEPORT will leave Peck-slip EVERY MONDAY, WEDNESDAY, and FRIDAY, at 12 o'c ock, NOON, arsiving in time to connect with all the Express Trains.

GEO. W. CORLIES, Agent.

HUDSON RIVER RAILROAD for ALBANY And TROY, connecting with Trains NORTH and WEST. FROM CHAMBERS ST.: PROM SIST-ST.
Nees, 7 and 11 a m. and 5 7:25, 11:30 a. m., a

Trey and Albany, Mail at 3:15 p. m.

Troy and Albany, Mail at 3:15 p. m.

Troy and Albany (with Sleepims-Cer), 9:20 p. m.

Surpherpie Train, 7:80 a. m.
and 1 p. m.

Pecakstill Train, 5:80 p. m.

Sing Sing Train, 9:45 a. m. and
4 and 7 p. m.

A. F. SMITH, Superintendent.

GALENA & CHICAGO UNION R. R. Co.
FROM CHICAGO to DUNLEITH and ST. PAUL.
FROM CHICAGO to FULTON and CEDAR RAPIDS.
This line, in connection with the Illinois Central R. B. Co., at
Presport, rans through without change of cars to Dunleith, and
shence by a daily line of first-class steemboats to
PRAINIE DU CHIEN,
McGREGOR,
LANSING,
LANSING,
LANSING,
ST. PAUL.

WINONA,
S.T. PAUL,
S.T

NORTHERN RAILROAD of N. J.-Fall ar-NORTHERN RAILROAD of N. J.—Fall arrangement.—Change of time. Trains leave foot of Courthardt Leney City Ferry daily (Sunday's excepted at 5 a.m., and 3:50 p. m. for Suffern; and 5:50 p. m. for Monseys; 5 and 9 a.m., and 3:50 and 5:50 p. m. for Piermont Leave Suffern at 7:50 p.m. Leave Monsey at 7 a.m., Leave Piermont at 5:50, 7 a.m., and 3:35 and 3:15 p. m. On Saturdays a Way Passinger train will leave New-York for Piermont 11 p. m., stopping at all stations. On Saturday nights a Milk and Passenger train will leave Soffern at 9 p. m., and Pier aont at 10:15, arriving at New-York at 12:10. Stages connect for Hackensak, Nyack, New-City, and Haveratraw.

R. S. SEYMOUR Supt.

EVOR BOSTON and PROVIDENCE, via NEW-M FORT and FALL RIVER.—The splendid and superior sheamer METROPCLIS. Capt. Brown. leaves New-York every TUESDAY, THURSDAY, and SATURDAY, at 5 o'clock p. m., and the EMPIRE STATE, Capt. Brayton, on MONDAY WEDNESDAY, and FRIDAY, at 5 o'clock p. m., from Piet WEDNESDAY, and FRIDAY, at 5 o'clock p. m., from Piet R. S. N. R.

Bareafter no rooms will be regarded as secured to any appliment until the same shall have been paid for.

Freight to Boston is forwarded through with great dispatch by
an Express Preight Train.

WM. BORDEN, Agent, Noz. 70 and 71 West st.

NEW-YORK AND HARLEM RAILROAD. EW-YORK AND HARLEM KAILKOAD.

For Albany and Troy, making direct connections with the New York Central Railroad, for Niegara Falls, Suffalo, and all points West, Northwest and Southwest.

On and after MONDAY, Oct. 15 1860, trains will leave 20th at Station, New-York, as follows:
Albany Express Triin, 7 a. m., and 5 p. m.
Albany Mail Train, 10 a. m.
For Croton Falls, 4 p. m., stopping at all stations above York-sile.

For White Plains, 8:15 a. m , 2:30, and 5:10 p. m., stopping at For Write Plains, 6:15 p. m., from White-st. Depot, stopping For Wildamsbridge, 11 a. m., and 8:30 p. m., from 26th-st. De-

pot, stopping at all stations.
RETURNING, WILL LEAVE Albany, 5a m.; Fast Albany, 5:15 a.m. - Express Train.
Albany, 4 p. m.; Fast Albany, 4:15 p.m. - express Train.
Albany, 9 a.m.; East Albany, 9:15 a.m. - Mail Train.
Albany, 9 a.m.; East Albany, 9:15 a.m. - Mail Train.
Croton Falls, 7 a.m.; slopping at all stations north of Tremont.
White Pisine, 5, 7, 10 a.m., and 4:40 p.m., slopping at all

Ptations.
Williamsbridge, 6:40 a. m., and l p. m., stopping at all stations.
JOHN BURUHILL. Ass't Supt. CENTRAL RAILROAD of NEW-JERSEY-From foot of Courlandt st.—Connecting at Hampton June-tien with Delaware, Lackawanna, and Western Railroad, and at Easton with Leidgh Valley Railroad and its connections BUMMER AREANGEMENT—Commending May 23, 1880— Leave New York as follows:

Laste New-York as follows:

Harring Repress-At Sa. m., for Easton, Reading, Harfisburg, Manch Chunk, &c.

Mail: Train-At Sa. m., for Easton, Water Gap, Scranton

Freat Bend Pitaton, Wilksburg, &c.

12 a. Tenongh Trais-For Easton, Mauch Chunk, Reading,

Potteville, Tarrichurg, &c.

12 x Tenorga Train-For Easton, Mauch Chung, Reading, Potteville, Harrichurg, &c.
4 r n Tracour Trains-For Easton, Allentown, Maunch Chunk, &c.
5 r x Way Trains-For Somerville and intermediate stations
Express Train from New York paries at Harrisburg at 12:46, noon, in time to connect with trains on Pennsylvanis Central Kallroid, east and west, Northern Central, north and soith and with Cumberland Valley Railroad.

LRAVE NEW YORK FROM PIRK NO. 2 N. S. at 7:30 and 11:30 a. m. and 3:30 p.m. for Eastern and intermediate stations, and at JOHN O. STEARNS Superintendent.

JOHN O. STEARNS Superintendent.

NEW-JERSEY RAILROAD.-For PHILA-DELPHIA and the SOUTHs and WEST via JERSEY O'TY - Mail and Express Lines leave New York at 2, 8 and in a m, and a and 5 p m, for 8 3. Through the tasols for Clu-siumatl and the West, and for Washington, New-Orleans and the South &c., and through be gage checked to Washington in 7 a m, and 6 p. m. toking. the South &c., and through bagger.

a un and t p m t ains.

WOODRUPP, Asdetsut Superintendent

W. WOODRUPP, Asdetsut Superintendent No bargage will be received for any trains unless de chacked in injuries in advance of the time of leaving

# 1860 CENTRAL BAILBOAD. 1860

GREAT DOUBLE-TRACK ROUTS. CREAT DOUBLE-TRACK ROUTS.

The capelity of the Read is now equal to any far the country.
THE GREAT SHORT LINE TO THE WEST.
Office No. 1 Actor Hodge, corner of Vessy of Bacilities for the transportation of Passenary to and from Climinati, Chicago, St. Louis, St. Paul, Nashville, Memphis, New-Orleans, and all other towns in the West, North-wrst, and Southert to wearps used for speed and confort by any routs.
Though trains for the West leave New York (foot of Combination) for the Morning Express, 7 and, Evening Express, 5 p.m. Evening end sucking cars on all the trains.

Fare always as now, and the time as quick, as by any other space.

Excepting and statement of the time as quick, as by any other game.

Fare always as now, and the time as quick, as by any other game.

By this route Freights of all descriptions can be forwarded to be the control of the Residual Control of the Methods of from any point on the Railroads of Ohio, Kentacky, Missonia, Ithacha, Wisconia, Iowa o. Missonia, BY BALLROAD DITECT, or to any port on the navigable rivers of the West by BECT, or to any port on the navigable rivers of the West by Mesonia from Fittabursh.

The rates of Freight 10 and from any point of the West by the Feaney leanis Railroad are at all times as formable as are charged asy other Ballroad Companies. Marchants and shippers intrusting the transportation of their Freight to this Company can raly with outdebear on the speedy transit.

This Company also maintains as Resignant Accommodation Line, by which parties omigrating westward enjoy a cheap and supportable mode of conveyance at one-holf the drat class rates of fare.

J. L. E. E. L. E. C. L.

DUNKIRK EXPRESS at 7 a.m., for Dunkirk, Euflaio, Canandigus, and principal Stations.

Mail: at 2:15 a.m., for Dunkirk and intermediate Stations.
Way at 3:30 p. m., for Middletown, Newburgh, and intermediate Stations. MIGHT EXPRESS, daily, at 5 p. m., for Dunkirk, Buffalo, Chasteria, and principal Stations. The train of Saturday stop at all mail train stations, and runs only to Elimins. CHAS. MINOT. General Supt.

## Medical.

A GENUINE PAIN KILLER— NO FAMILY SHOULD BE WITHOUT IT— BUSHS MAGIC CREAM LINIMENT.

BUSH'S MADIC CREAN LINIALENT.
The pain it hills—the swellings cease;
You have no fear from sell or greese.
Seld by Guion, corner Bowery and Grand-st; Coddington, No. 355 Broadway; Rapp, No. 362 Hudson-st, and other Druggists.
Depot No. 186 Greenwich-st. Frice 25 cents.

DR. RIGGS's Truss challenges comparison with any other. Water-proof, always clean, and warranted per-fect for five years with careful use. Also, a new truss for vari-scools. No. 2 Barclay-st.

PEVER and AGUE, DYSPEPSIA, RHEUMA-TISM, all Scrofnlous Affectives, Loss of Appetite and Sleep, Debility, Nervonsess, Melancholy, Blotched Skin, effectively cured by SCOTT'S American Remedy. Write for bottle, \$1, or cent PRRM \$1:5, to Dr. SCOTT No. 21 Bro-dw y, N. Y.

HEALTH OF AMERICAN WOMEN. HEALTH OF AMERICAN WOMEN.

Organized under special legislative authority, and governed by men of the highest character and skill, the Gracfenberg Medical Satablishment is guaranteed as a responsible and trustworthy lastitution, and it is the most widely known and best esteemed a edical organization in the country.

That imoniate recombined its Medicines have near published from such men as Gov. With the Methodist Church.

Hon J. R. Bennes, The Methodist Church.

Hon J. R. Bennes, Supervisor Country of New-York, and from leading Divines Physicians, and public men.

LINE FROM NEW YORK. 4 Address

JOSHUA F. BRIDGE, M. D.,

Resident Physicisp, Grasfenbert Institute,
No. 2 BOND-ST. NEW-YORK.

THE GRAEFENBERG VEGETABLE PILLS.

BY the best in the world for family use, and for
INDIORATION—CONSTITATION—HEADACHE—NERVOUSNESS—
BILLIOUSNESS—HEARTBURN—ACTIVIT—NAUREA—FLATFULNCE
—WANT OF APPETITE—DYSPERSIA—LIVER COMPLAINT—
GRIFFIGE.

Onivision.
On account of their great mildness, and from the fact that they never gripe, nameate, or leave the boxels in a constipated condition, the Graefenberg Pills will be found more pleasant than any others

To Price 25 cents per box. On the receipt of one dollar four boxes will be sent by mail, free of postago, to any part of

the country.

Address as above.

G. All of the Graefenberg medicines are sold at No. 2 BOND-T. and by all drurgists.

Dr. BRIDGE will attend to professional calls and receive patients at his residence in the Gracfenberg Institute Buildings, No. 2 BOND-ST., New York, and he is permitted to refer,

mong others, to HORACE GREELEY, of The New-York Tribune. Prof A. P. PEARADY, of Harrard University, Mass. Rev. E. H. Chapin, D. D., of New-York.

#### Legal Motices.

IN PURSUANCE of an order of the Surrogate IN PURSUANCE of an order of the Surrogate of the county of New-York, Notice is hereby given to all persons having claims against ANN PROUDEIT, late of the City of New-York, widow, deceased to present the same with vouchers thereof at the Office of EDWARD D. EWEN, No. 9 (Chamberstreet, in the City of New-York, on or before the eighteenth day of November next.—Dated New-York, the eighth day of May, 1860.

May 1 James D. PROUDEIT.

EDWARD D. EWEN,

my9 1 sw@mW Administrators &c. with the Will amexed.

mys lawsmw Administrators &c. with the Will annexed.

NOTICE OF APPLICATION, for the discharge of an insolvent from his debts, pursuant to the previsions of the third article of the first tills of the first chapter of the second part of the Revised Statutes & AWUEL W. CRONK, of the Town of Westheid, Richmon & county, State of New York, Notice first published August 29, 1860. Creditors to appear hefore Hon, H. B. METCALFE, County Judge of Richmond County, at his office in the Town of Southfield, in said County, on the 18th day of November, 1860, at 11 o'clock a m of that say, to show came why an assignment of said insolvent's estate should sot be made, and he he discharged from his debts, pursuant to the provisions of said Saute.

EDWARD P. CLARK, Att'y for Insolvent,
Aug. 28-lawiew W.

SUPREME COURT—QUEENS COUNTY.— Aug. 28-law-libw.

No. 116 Bloadway, N. 1.

SUPREME COURT—QUEENS COUNTY.—

JACOB TOTTEN, Plaintiff, against OLOF SOBERLAND
and — HAMREN, widow of OLOF HAMREN, Defendants.—

Summons for relief. To the Defendants above named: You are
hereby summoned and required to answer the complaint in this
action, of which a copy is horewith served upon you and which
was filled in the office of the Cierk of the County of Queens, at
Janualca in said County, on the 11th day of October, 1269, and to
serve a copy of your answer to said complaint on the subscriber,
at his office in the village of Hempstead in said county, within
twenty days after the service of this summons on you, actinaive
of the day of such service; and if you fall to answer the said complaint within the time storesaid the plaintiff in this action wild
supply to the Court for the relief demanded in the complaint—
Daired October 18 1260.

SIDNEY L. GRIFFIN,
O24 lawfew Plaintiff's Attorney, Hempstead, Queens Co.

SUPREME COURT—City and County of NewYork.—JOHN ALDEN against WILLIAM F. PHELPS.

Summons for a money demand on contract.—To the abovenamed defendant: You are hereby summoned and required to
answer the complaint in this action, of which a copy is herewith
served upon you, and to terre a copy of your answer to eadd
complaint on the subscriber, at his office, No. 109 Broadway,
(Gilleve Building) in the City of New-York, within twenty days
after the service hereof, exclusive of the day of such service,
and if you fail to answer the said complaint within the time
sforesaid, the plaintiff in this action will take judgment against
you for the sum of ten hundred and seventy-five dollars and
dirty three cents. with interest from the thristed day of May,
one thousand eight hundred and sirty, herides the souts of this
action.—Dated May 80, 1859.

The complaint in the hove entitled action was filed in the
Office of the Clerk of the City and County of New York, at the
City Hall of the City of New York on the 22 day of Jane, 1890.

—Dated June 2, 1890. T. E. STE

# New-York Daily Tribune

COMMERCIAL MATTERS.

н	Sel	es at the Stoc	k l	Exchar	geOct. 23.	
	3 006 K	entucky State fa	104	600 Harl	em R. R. Pref	42
	27.000 Te	enn. State 6a, '90	80	100	do. & N. I. R. R. bao	<u> 113</u>
	12 000 V	irginia State 6s	90	50 M. S	5. & N. 1. R. R. 580	18
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28	500 H	L Cen. RR. Bonds.	96	100	do buo	424
	5 Hanl	k of Commerce	102	200	do	413
	40 Am.	Exchange Bank	104	950	dob30	41
	105 Paci	fic Mail S. S Co	91	25	dob30	424
п	105	do	914	50 Pans	ma Railroad 1	25
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100 La Crosse & Mil. R. R., 14	100 do
RECOND	
1,000 Virginia State 6's 90 5 Pacific M. S. S. Co. 913 4'6 N. Y. Central R. 8. 46 200 do 512 24 200 do 52 200 do 50 200 do 60	200 Mi h S & N L R R 15 20 do al0 13 200 Cleve & Tol. R.R 37 100 do b50 a7 100 do b50 a7 100 do b50 a7 100 do s00 35 100 do s00 42 100 do s00 42 100 do s00 42 100 do s00 42 100 do b50 73 100 do b50 73 100 do s00 42 250 do s10 73 250 Chie & R I R R 68 250 do 50 250
25 100 Mich. 8 & N.I.R.R 178	50 do

TUESDAY, Oct. 23-P. M. Stocks came out upon the market this morning with a rush seldem witnessed at the Board, except in times of panic. The severe decline of yesterday, and the continued sounding of the disunion gong, have a length frightened timid people, and men of small means who are unable to pay up further margins on stocks under contract. The result is a thorough shaking out of stocks under contract, or hypothecation with small deposits. The sales to-day have been mainly by this class of operators, through the commission houses. and, of course, as always happens in such cases, the sales are forced at the most unfavorable time.

slow to avail this weak spot in the market, not only to expedite a decline, but to take in a great many lots of short Stock, at the low prices established by the alarm of real sellers, and their own unmitigated hammering. The decline is general throughout the list of Railway shares, and ranges from 2 to 3 per cent for a majority of the leading Stocks, as compared with the quotations of yesterday afternoon. The market rallied to a moderate extent between the Boards, and prices were a little better in the afternoon, except for Erie, which sold down to 354. There was considerable excitement at this session, and although the temper of the market was not decided, there was much less of the fictitious panic of the merring, and a steadier feeling at the close. After the Board, prices were generally a fraction better, and the indications were that the "scare" had nearly enbeided. No instance in the past history of the Stock Exchange presents a stronger illustration of the inflaence of humbug upon the minds of Stock speculators. Not one in fif y believes in the trash about secession, and will it has its effect in causing hesitation and doubt, and the field is thus practically abandoned to the machinations of the bears, who would have the Union dissolved on paper every month if they could create a decline of one per cent in the stock market. There are large sums of money now seeking investment, held back only to see the full effect of the absurd alarm which prevails, and the next phase of the market following the a parently lowest figures which can be established, will probably develop itself in a large absorption of cash stock. There is too much shrewdness and intelligence among business men, to admit of a continuance of a fright, which has its origin only in the stale fictions of political demagogues. Within the last ten days upward of three thousand shares of Erie have been purchased on English account, and by every steamer a fair amount of orders was received; but we presume the impending dissolution of the Union has not been thoroughly circulated in that quarter. There was but a moderate business done in State Stocks during the day, and the only important sales of Railway Bonds were of Michigan Southern 2d mortgage, which declined to 60. Sales of the new Federal loan have been made during the day at 101, and an active inquiry has been made for them. One house alone received applications in a retail way for \$300,000. The closing prices of the day were: for Tennessee State 6s, 90@901; Virginia State 5s, 90@901; Missouri 6s, 76@77; Delaware and Hudson Canal Company, 95 296; Pennsylvania Coal Company. 82 a 83; Camberland Coal Company, Preferred, 12@13; Pacific Mail Steamship Co., 92@93; New-York Central Railroad, 844 @847: Erie Railroad, 354 @ 35%; Hudson River, 58; Harlem Railroad, 154@

151; Harlem Preferred, 421 @ 421; Reading, 441 @ 411; Michigan Central, 631 2 631; Michigan Southern and Northern Indiana, 182 181; Michigan Southern Guaranteed, 42@421; Panama, 123@124; Illinois Central, 773 278; Galena and Chicago Railroad, 731 2732; Cleveland and Toledo, 361 2361; Chicago and Rock Island Railroad, 671 @ 68: Chicago, Burlington and Quincy Railroad, 854 2851.

The Foreign Exchange market is heavy for to mor-

row's steamer, and quotations take a lower range. Bankers' bills are quoted at from 108 | \$108 | for Sterling, with sales at the lower rate. Commercial bitls are quoted at 108 @ 1084, but good bills have been sold considerably lower. France range at from 5,20 to 5.171.

Freights are more active. To Liverpool, 80,000 bush. Wheat at 12@12id. in bulk, and 12i@12id. in bage; 40,000 bash. Corn at 114d. in balk and 114d. in bage; 800 bales Cotton at 4d.; 2,700 bbls. Flour at 3e. 3d. @ 3e. 44d.; 5,000 bags Peas at 124d. in bage; 35 tes. Flaxseed at 35s. To London, 45,000 bush. Wheat at 134 @ 131d. in bulk and bags; 1,800 bbls. Flour at 3e. 9d., and 150 bales Hops at |d. To Glasgow, 6,000 bush. Wheat on private terms. To Bristol, 6,000 bush. Wheat at 13d. in bags. A brig of 300 tuns to Cadiz, out with light Pipe Staves at \$35, and home for \$1,500. A British brig of 176 tuns to the North Side of Cuba and back for \$2,250, port charges pa'd. A British brig of 140 tuns from an Eastern port to the West Indies and back to New-York for \$8.50 for Lumber out, and home with Logwood at \$4 per tun. A brig of 250 tuns to the North Side of Cuba and back for \$2,200; and a brig of 200 tuns from the North Side of Cuba an i back

on private terms. The business of the Sub-Treasury was: Receipts, \$313,994 24-for Customs, \$113,000; Payments, \$133,-702 71; Balance, \$4,461,143 06.

We annex a comparative statement of the Exports (exclusive of specie) from New-York to Foreign Ports,

For the week \$1,267,289 Prev. Reported 50,485,920	1859. 61,207,574 52,529,508	1860. \$2,072,047 71,434,834
Since Jan 1 \$51,743,209	\$53,737,077	\$77,526,431

York and Eric Railroad, for the first fifteen days in October:

Total..... \$22,282 22 Total..... \$25,930 28

There is no essential variation in money matters. Rates are nominally the same as last represented. On call the supply is abundant, and the Stock houses generally are light borrowers. The Ariel brings in \$810,000 in gold to count in the week's returns, nearly neutralizing the shipment of Saturday. Any further contraction on the part of the banks will probably be involuntary-the most conservative backing authorities admitting the position now established to be up to the standard of prodence-not to say of extreme caution. Some of the students of political economy are yet looking for the financial paule which early in September was predicted by the fossils of the street—but the latest accounts are that it has been indefinitely postponed. Rail way caraings so far as reported for the month of October, are very satisfactory and fully confirm the anticipations of their manage s. The gains promise to be equally favorable for a year to come, and as they develop will give stockholders an opportunity of judging for themselves whether Railway stocks and bonds merits any higher market valuation. It is not to be presumed that leo; le are to judge of the present business and profits of Railways by "balance sheets" of last year's businees when the whole argument of all who have considered Railway property more promising has been founded upon the business which has had less than two months continuance. We achere to the belief that well located Railways are destined to take a much higher rank in the market as investments, and it is but fair to wait for the proof before pronouncing stocks influted or worthless, because a reckless political agitation fright ne some people into precipitate ancri les.

The statements of the Philadelphia banks for the weeks, com; are no follows; 
 Weels, compare as lonoval.
 Oct 15.
 Oct 22.

 Capital Stock.
 #11,709,900
 #11,801,690
 150.
 \$7,760

 Loars.
 22,122,33
 4,507,495
 150.
 51,455

 Specie.
 4,507,900
 4,507,445
 150.
 51,455

 Due from other Sanza.
 1,723,333
 1,001,392
 Dec.
 10.473

 Due from other Sanza.
 1,24,400
 2,192,237
 150.
 2,233

The following extracts are from the Circular of Wm. T. Coleman & Co. of San Francisco, under date of Sept. 29:

Sept. 50:

Our last references to the market under date of the 19th instant have been fully confirmed by the character of the tude done during the past ten days, and we are again required to use a buovestoy of feeling and a general tavorable tendency is prize.

Throughout the interval now under notice, this demand has been ofthe liberal, and evhore no segn of alternate the close City dealers, though buying freely, have succept increased their ctoks, and a continuouse of the creat of the code by the country will sustain the seriority from first hands, and keep the n arket in its present beathy opening a sextended experience of a downward. The trade, with such as extended experience of a downward tendency of prices, have hardly realized that any improvement could be relied upon, and their experiences to buy, when assured that the general stocks of goods will be reduced with reasonable compass before the focushity of Soring supplies, has given a firm tore to the market, which is further contrined by the continued earlyity of tude with the interior. More or less speculative feeling has been manifested, but operations in that way have not been extensive; they have been relieved, too, by sales at moderate advances, so that there are few combernous accumulations in any hands, such as would otherwise active apprehendants of remarket has also experienced the advantage of an almost

The market has also experienced the advantage of an almost total deficiency of fresh receipts. The arrivals have been tricted deficiency of fresh receipts. The arrivals have been tricted deficiency of tresh receipts. The arrivals have been tricted deficiency of the special fing; a number of vecesis from domestic Atlantic and European ports are fully due, but all supplies between this date and the period when renewed shipments, induced by the present actively will be coming to hand, do not promise any accumulation that should prejudice the present moderate scale of prices. The The bears, watching every chance, have not been

character of the trade to be done up to the close of January next, seems preity well defined, and we trust that the disastrons experience of the pest two years will restrably hippers from such an extrawgant extent of ventures as shall produce another rist, and again depress our markst. All the supplies for two years contamption, if pushed forwards they have been within the first half onch is produce another rist, and such is produced another rist, and such is produced as the contamption. If pushed forwards is they have been within the first half of goods seet to our market with a more just regard to their distribution, would result profitably to those engaged in supplying us. The wents of the country should now be sufficiently understood to prevent the profitable stage of our market from being limited to six months in thirty, and shippers should not lose sight of the diminishing extent of our requirements, and the impossibility of avoiding secrifices when they are overtailed.

The Money market for the last ten days has presented no new feature whatever, being uniformly easy, and the amount of capital accessible to lean in excess of the devand. For the ensuing steemer there is lit le inquiry as yet and the transactions that have aready occurred are unin portant. The rates for to-morrow promise to show no departure from those of last steamer, namely, I [40] 19 cent, the tendency being toward the former figures.

Nor has there been any alteration as yet in the rates of Ex-

Coirage, Silver Half-Dollars.

Total Coirage. \$415,000
Mexican Dollars are but nominally quotable, as there are none
on sale. At this time they would readily command 9 \$\psi\$ can
prendum, for the ensuing vessel for China. As it will be neces
sary to substitute other fines to go by that conveyance, it is
questionable whether over \$\psi\$ cent would be the immediately
subsequent rate. It is not likely, however, that we shall be in
receipt of very considerable supplies before the close of November, owing to the difficulty presented, by rain and bad roads in
Mexico, of getting treasure from the interfer to the scaboard.

We are indebted to Edward Bill's Flour and Grain
Closed on the following settifities.

Circular for the following statistics:

 
 Circular for the following statistics:

 Export of Breadstuffs to Great Britain and Ireland from Sept. 1, 1860.
 bils.
 bils.</t Total. 386 694 2,213 4 601,305 240,683
To about same period, 1859, 23,702 26,642
To about same period, 1859, 48,960 225,660 216,432
To about same period, 1857, 115 659 1,221,274 263,693
To the Continent, blush, bush, blush, bl

Markets—Carrellt Reported for The N. Y. Tribuna.

ASWES—The inquiry is fair for Pots and Pearls at 45 25.

COTTON—The market is less buoyant; sales of 3,000 bales.

We repeat former quotations:

NEW TORK CLASSIFICATION.

Uplands. Florida. Mobile. N. O. & Tex. 

without quotable change. Herring are also inactive; the sales are about 600 bbls. Pickled at \$2 59\tilde{9}44, and \$4,000 b res at \$20. No. 1, and \$26. Sealed. Salmon are quiet and nomin 1. FBUITS—Reisins continue excited and active; sales of 1 cargo and put of another at \$2.24, and \$4.42 for Layers; \$3,000 Bunch at \$2.25\tilde{9}, \$2.40; \$2.000 Layers at \$4.25\tilde{9}, \$2.50; \$2.40; \$2.000 Bunch at \$2.25\tilde{9}, \$2.40; \$2.000 Layers at \$4.25\tilde{9}, \$2.50; \$2.

lian Pess are it lair demand; selector over businesses the first state of the selection of

HONEY-We hear of sales of 71 bbis, and tos. Cuba for export HONEL in bond on private terms.

IRON—Scotch Pig is in very good demand at firm prices: the sales amount to about 2,300 turn here and to arrive at \$210 £23. American Pig is firm at \$22 for No. 2, and \$13 for No. 1. Other descriptions are quiet and nominal.

LIME—The market is quiet, and prices are nominal at 90c, for convey, and \$115 for Lump.

Common, and #1 15 for Lump.

MOLASSES is quiet; sales of 80 hhda. Cuba at 21c.; 10 do. at 28c.; 46 do. P. rto Rico at 26c., and 45 bbls. New Orleans at 21c.

28c: 46 do. P. 10 Rico at 30c., and 40 bils. New Uries is a 210NAVAL STORES—Spirits Turpentine is quiet. We hear of
sales of 150 bils, at 40c., straight, and 50 bils at 40jc., shipping.
In Crude there is nething delay. Fine Rosin is less active, but
notices are fully unstained; the sales are 210 bils at \$2 35; 150
at \$2.96 \times 2 15; \$\times\$ 210 its; 200 et \$1 90 \$\times\$ 210 its; 200 No. 2 at
\$1.50 \$\times\$ 2 is it it, and 200 Pale at \$3 124 \$\times\$ 230 its; 200 No. 2 at
\$1.50 \$\times\$ 2 is it it, and 200 Pale at \$3 124 \$\times\$ 200 its; 200 No. 2 at
\$1.50 \$\times\$ 2 is it it, and 200 pale at \$57.3550. Sperm is moderately
active. We hear of sales of 400 bils at \$1.50. Whale may be
quoted at 485.255c. In addition, we have sales of 20,000 Tallow
Oil at 90., and 1,500 gallone Oilve in boxes may be quoted at \$3 20
\$1.44.20 for quarts and pluts.
PROVISIONS—There is more inquiry in Pork at the close,
and a firmer feeling is apparent, with sales of 1,591 bbls, at

PROVISIONS. There is more inquiry in Pork at the close, and a firmer feeling is apparent, with sales of 1,961 bbls, at \$19.07.81.93 7 for New Mess: \$19.07.810 for Old do., \$13.25 or Old Prime, and \$14.407.811 t22 for New do.; included in fair demand for the home trade and the East; sales of 270 bbls, at \$5.08.61 for Country Mess: \$9.04.91 25 for Repacked Mess, and \$11.07.811 50 for Extra. Prime Mess is in fair request, and a somewhat nember 18 Beef Hams are wanted at \$15.07.815 50 bbls, and the sale of the trade; the simply light; sales of 200 bbls, and to. at 17 in for No. 1, and bs, for Prime Old. Butter is in fair request and at the simply light; sales of 200 bbls, and to. at 17 in for No. 1, and bs, for Prime Old. Butter is in fair request and is plenty at 11.018c. for Ohio, and 14.010c for State, and chale eds. at 200.22c. Choese is quiet at 22.10 in RICE is steady; sales of 200 tcs, at \$4.50.084, \$17.5 \$7.200 B\_c as consists.

SUGAES-Tie demand is moderate; prices are steady; sales 620 hhds. Cuba at 64@74c., and 63 boxes Havana on private of 620 hhds, Cibb at 647%, and 35 boxes liveau on privite SEEDS. There is a fair demand for new Clover See is tillo. Throthy Seed is in fair demand at #275 boxh. Rough Flax Seed is in fair ouest at #162 \$153 boxh. of 66 fb. Calcutta Linead has been quiet, and prices have declined; we note sales at Beston of 2.00 boxy ex Goddess and 1.000 ex Mextapax, both at \$1.65, and 1.00 ex Mercury at \$1.63.

TALLCW—The demand is fair, and the market is firm; sales of 17.00 fb prime at 1640 cosh.

TIN—The market is inactive, but prices are steady. We have sales of \$0.0 slabs Straight at 32c, and 3.0 box s \$1.00 private terms.

rms. WOOI -The market for Domestic and California Wools is WOOI—The market for Domestic and Cantornia Wools is still active, and prices are tirm. California Wools are increasing in favor, and, in comparison with other descriptions, the salos have been very large. The transactions have amounted to some 6,600 ft. Domestic Fleeces, 19,900 selling at 5dc., and the balances abovement seem in Proceedings of the Process at 25c., and 0,000 ft. California on private terms. Foreign Wools of all de-criptions are quiet, without quotable change is prices. WHISKY—The market is dull and lower; sales of 350 bbls at 25c.

Albany Live-Stock Market.

Albany Live-Stock Market.

[Reported for The N. Y. Tribune.]

EMEVES—Once more we have to record a failing of, both in
the number of Cattle and prices. Athough we have sever 400
head less than last week the average is considerably beavier, so
that there is nearly as many pounds here as on Menday last.
The Eastern buyers will take about 700 head, which is not
enught to give any life to the market, and holders have to make
concessions of ic. and in some instances ic. \$\pi\$ It, live weights.
Many of the sellers prefer, however, to go through and try the
New York market rather than submit to the decline, and there
will be pleaty of commission Cattle in the yards at Forty-fourth
arrest on Wednesday neat, unless the brokers take hold to-mortew.

This week. Lest week. Tot since Jan.
Cattle. 3,832 4.000 141,951
Sheep. 5,016 5.115 124,116
Hogs. 546 1,152 15,677
Cat'ing week Av. weekly Total to same distribution. Sheep. 5,016
Bat year. Tee pts last year. hest year.
Cat'ing week Av. weekly Total to same distribution. Sheep. 5,075 4.112 160,09
Hogs. 5,055 4.112 160,09
Hogs. 505 4.112 160,09
to the readingta by radi must be added 127 head over, and a total of a 5050 head. of which 176 were Stores going necticut to feed, leaving the total on sale in the yarded size he cattle are from the several States and Usuada 12 the 1833 bing control of the several States and Usuada 12 the 1833 bing control of the several States and Usuada 12 the 1833 bing this best and Usuada 12 the 1833 bing this best and Usuada 12 the 1833 bing this bing this best and Usuada 12 the 1833 bing this bin

Chas. Kabs, 28 prime Kantucky at 41c., average 1,5:0 fb.
Also 19 extra at 5c., average 1,5:0 fb.
Also 30 lighter do at \$3.00 \$100, average 1,2:0 fb.
M. Kerchway, 18 Illinois at 34c, average 1,4:0 fb.
P. Burns, 30 prime State Steers at 44c, average 1,8:0 fb.
J. Freeman, 60 premium Ohio's at 5c. \$7 fb., \$1 \$7 head off, average 1,8:0 fb. rage 1,455 fb.

8 Resenthal 30 prime Kentucky at 4½c, average 1,506 fb.

Also, 15 feir do. at 4c, average 1,300 fb.

Hirsch & Hyman, 59 heavy coarse Illinois at \$3.37 \$\psi\$ 100, av-

1,150 fb.

A Treadwell. 20 fsir Canadas at \$39 \$\psi\$ head, average 1,100 fb.

W. H. Coon, 20 light State at \$32 \$\psi\$ head, average 950 fb.

D. R. Jewett, 44 State at \$40 \$\psi\$ head, average 1,250 fb.

Samuel Housley, retailed 37 Michigan at \$\psi\$ \$\psi\$ \$\psi\$ (c. Gutes Sherwood 19 State at \$3240.

F. B. Curstis 23 State at \$25016.

SHERF AND LAMIS.—The supply is good, demand fair, and prices about the same as last week. Searis & Sweeney took 500 and McGraw Brothers 1,000 from fair to extra at \$32 \$\psi\$ \$\psi\$ head.

head.

Hous—Receipts on the other side of the river very heavy and prices have drooped \$\tilde{a}\vert\_2\vert\_P\$ b. Hwe weight within the leat four days and there is quite a panie among the dealers. Smith & Brown report raises at their yards East Albany, of 3,116 head during the week apacing at \$6 3.12 \tilde{a} 5.30 \vert 100 \tilde{m}\$, live weight, for \$6 \tilde{m} 10 \tilde{a} \tilde{a} 5.31 \tilde{a} 5.31 \tilde{a} \tilde{a} 5.31 \tilde{a} \tilde{a} 5.31 \tilde{

Receipts of Preduce.

Oct. 23 - 12 229 bbla. Flour, 584 do. Corn Meal, 116,55 bnsh. Corn. 210 000 do. Wheat, 48,357 do. Barley, 37,529 do. Oats, 1,200 do. Malt, 3 646 do. Rey, 163 pkgs. Provisions, 9 do. Ashee, 40 do. Lard, 1,115 do. Whisky.

FROM THE WEST.

GROWTH OF WISCONSIN-DOUGLAS'S PILGRIMAGE-POLITICAL PROSPECTS.

Correspondence of The N. Y. Tribune. CHICAGO, Ill., Oct. 15, 1860. Having made a rapid journey (with some tarryings

over Wisconsin, I am prepared to express my amaze-ment at what I have seen there. What most amazes me is the prodigious progress made in those improvements which constitute so large a proportion of the working capital of an agricultural community. Take the County of Marquette as an example. About eleven years ago the pioneers began its settlement. The Indians were still numerous, and indeed there are some remnants of them yet. The wilderness was nearly unbroken. Yet at this time, ride which way you will, you come on large farms of from two hundred to four times that number of acres, and yards in which it is not uncommon to see a dozen, twenty, or which it is not uncommon to see a dozen, weekly, of even double twenty, great stacks of grain, waiting to be threshed. The country is so new that only here and there will you see any kind of a barn, and only very few comfortable barns. The stumps show how recently the land has been reclaimed, and yet that county will this year put hundreds of thousands of bushels of the finest wheat in market. In driving along the Fox River, at driding along the La Crossa Railroad and the Chicago and North-Western, from Oshkosh, we did not in the day-time pass a station at which were not many wagons waiting to be unloaded. In Madison, Poriags, Fort Atkinson, and such places, hundreds of wagon-loads of wheat are taken every day. The trackmaser on the North-Western road told me that the constant use of the road by the immense wheat trains was knocking his track out of shape. All the road complain of their own prosperity in this respect. All their wheat cars and machinery are tasked to the utnose to carry wheat. Here, at Chicago, the great grain houses are handling millions of bushels of wheat. To one who has not seen the operation of warehouse facilities, such as are in the establish ments of Sturges, Buckingham & Co., it seems incredible that they should be able to unload from the cars, and sort and weigh a hundred thousand to the stablesh of the stand weigh a hundred thousand similar amount. It is amazing, and yet at the two warehouses of this one firm this business is driven on every day.

On Friday last as I was coming down the North-Westeven double twenty, great stacks of grain, waiting to

war-houses of this one first this business is driven on every day.

On Friday last as I was coming down the North-Western Rai road I saw Douglas at Milton. Some 300 people were there to see him. He shock hands with some little boys, and complimented some little girls. Three feeble cheers were given him, which he acknowledged by taking off his hat and bowing. His looks are rusty and care-worn, and his complexion does not speak well for the excellence or small quantity of his liquors. Just as the train moved one of the spectators swung his hat and sung out. Now, my lade, three cheers for Old Abe!" and one of the heartiset cheers rung out, showing that four-fifths of the audience were Republicans. The Senator looked disturbed in his mind.

This city and country is wild with excitement, and tonig t Owen Lovejoy, and next week Tom Corwin, discourse to the people in the Wigwam. The work goes on, and our friend Lincoln will not fail for want of Western help.

SALE OF PUBLIC LANDS.

MEMORIAL

TO THE PRESIDENT AND PEOPLE OF THE UNITED STATES.

FELLOW-CITIZENS: The proclamation of the President of the United States recently issued, declaring an extensive land sale in Minnesota, and other States and Territories, to take place in October and November of the present year, has induced us to present a few facts fer your consideration.

Most of the people who sign this statement, together with a majority of those living in this part of the West, are settled on lands belonging to the United States. We came to this part of the country with the hope that by a few years of labor, economy, prudence, and deprivation, we could pay for enough land to make homes for ourselves, and our families. In this we have been disappainted. Many of us have raised enough produce and stock, which, if they could have been sold, or could now be sold at fair prices, would etable us to pay for our lands; but we have no market at home, and no railroads to carry it abroad. If we wish to exchange our produce for necessary articles, we must carry it from five to fitteen miles to find a tore, and ween there, we must give ten bushels of owheat to buy a pair of boots, and four bushels of corn to buy a yard of coarse woolen cleth.

Our sait iron, glass, and nearly all of our manufactured articles come from distant places, and while we have to pay donb e price for these, we can get but one quarter of the ordinary value of our grain. We come to this part of the country generally without means, and you, gentlemen, upon a moment's reflection, can appreciate our condition, when we take possession of these lands. We have no honses, no roads, no bridges, no fences, no berns, no seed, no market. Suppose after getting our families into half tenantable houses, we raise more than enough the first year to supply our bare necessities, our mill is twenty miles distant, and our nearest store ten. On account of the scarcity of teams we often have to carry our grain and other We came to this part of the country with the hope

our nearest store ten. On account of the searcity of teams, we often have to carry our grain and other produces part or a lof the way to mill and market on our backs, and to bring back our dour, sait, naits, and cloths, in the same way. Tea, sugar, molasses, spices, and the like, we so without for years, or use them

only as a medicine, or on special occasions.

We wear corn-sack pantaloons, and old moccasins and boot legs for foot coverings. We use leather hinges, and wooden latches, and glass enough barely to do our in-door work.

We are not precenting to you the cause of the indolent or the profigate—we have worked late, and we

dolent or the profigate—we have worked late, and we have worked early, and have used as much frugality and predence as any class of people in the Union. Still, we are notable to pay for our lands. There are twenty thousand people here in Minnesota settled on Gevernment lands, who cannot pay for their claims, without disposing of all else that they possess, and there are ten thousand of them who cannot pay for their claims on any conditions. We have built houses, we have cleared land, and cultivated the soil; we we have cleared land, and cultivated the soil; we have cleared land, and cultivated the soil; we have built fences, and dag wills, and made bridges and roads, aid in some cases school houses, but after the lith day of this present month (Ostober), any-

the ish day of this present month (Ossober), any-body who has two hundred deliars or a land warrant, can buy our in provements and our claims of the Governo ent, and turn us out of doors.

We do not ask to have property taken from our fellow-cit zers and given to us for nothing, but we submit to you brethren, whether we have not done something of permanent benefit to the country, and something to cuttile us to the land we occupy? There are doubless, some seekers after land, who would not disturb the settler nor buy the land from under him, but the power to do is theirs, and we fear the worst. We are confident the facts of the case will cause you to cecide that we are about to suffer injustice, and so deciding, as we are confident you will, we ask you to do what lies in your power to relieve us from this siste of uncertainty, and the actual forfeiture of our claims. of uncertainty, and the actual forf-iture of our claims,
MOSES GOODBICH.
DANIEL B. TOMPKINS,
GEORGE COOMBS,
GEORGE COOMBS,
HWALAMIN WAKEFIELD,
EHIBBERD,
WARREN WALKER,
JAMES HIBBARD,
DONALD MCKENZIE,
WM. A. STONE.

13 Other papers please copy.

A Novel Yacht.—The Illustrated Times gives an engraving of a besuitful yacht built on the model of Bewick's White Swan, only four times the size. Its length is 17 feet 6 inches, its greatest breadth of beam 7 feet 6 inches, and its height from the keal to the top of the back, 7 feet 3 inches. Even in detail the proportions of a swan on a large scale are strictly adhered to. Its neck and head beautifully carved, rise gracefully 16 feet above the water line. The wings of the bird are represented by the sails. The vessel is a porfect life boat. Beside the wings, a propelling force is given by means of two powerful steel-webbed and feathering feet, placed in their naturel position between the keels. The Swan is especially built for sailing on ornamental waters or inlend lakes. The interior fittings some what resembled those of a first class railway carriage and indeed, by substituting a coach-box for the neck, and with the addition of wheels, the Swan wou dimske a very commodious and handome land carriage. The scats are covered with green morocco, and sinfled with granulated cork and cocoannt fiber. The ceiling is lined with a 3 inch air casing to exclude the heat. There are Venetian blinds at the sides, with oval-plate glass windows, which can be lifted or lowered at pleasure. In the center is a table large enough for ten persons to dine comfortably at.

In the table are small apertures which open to the water underneath, and thus afford the opportunity of fishing while sitting at table. Any aquatic prey thus obtained may be dressed in a multum in parvo cooking apparatus on board, the smoke from which is conveyed through the bird's neck and out at its nostrils, the woodwork being protected by a eafe-water-casing round the flue. In the breast of the bird is a ladies cabia, fitted up as a bondoir. The fluings also include a pamping apparatus, a freeh-water tank, and lookers innumerable for the storing of every necessary. The whole interior is either covered with morocoo or delicately painted. The seerer sits high in

HEAVY FORGERY.-The Cincinnati papers of Tues day report a new rascality, committed by a merchant of that city who has hitherto sustained a good charac-

day report a new rascality, committed by a merchant of that city who has hisherto sustained a good character. We copy:

"Our financial circles were startled yesterday afternoon by a rumor to the effect that Henry Esmann, an old established liquor-desler at No. 105 Pearl street, had absconded from the city, carrying with him \$40,000 or \$50,000, which he had obtained by selling forged paper to a number of our Third-street banking-houses.

"The moet diligent inquiries failed to elicit any other facts than those that follow: A man, whose name we withhold for obvious reasons, not long since discounted a note for \$1,000, which was indoreed by Esmann's father-in-law, William Wolff, of the firm of Charles Wolff & Co., on Main's reet, between Ninth and Court. Yesterday the holder of the note met Mr. W., and spoke of the matter, telling him that he held some paper of his son in-law's with his rame upon it. Mr. Wolff replied there was certainly some mistake about it, for he had not indoreed any of Esmann's paper for six months, whereupon the note was produced, and the signature pronounced a forgery.

"Inquiries were then instituted, which resulted in finding several others who had been victimized in the same manner, until the amount, it is said, will reach the sum above stated. Mr. Esmann's whereabouts then became a matter of interest, but he was nowhere to be found. Lest night, however, it was discovered that he had left the city early in the morning, bound due North, and it is quite likely he is now in Canada. "Heretofore the reputation of the absconding merchant has been very good. He ecemed to be doing a fair business, and the readiness with which the forged paper was discounted in Third street, is the best evidence of his standing and that of his father-in-law. The affair has caused considerable excitement in certain circles, and will probably cause some interesting developments. Esmann was a member of the School Board for the Tenth Ward, and was highly esteemed in that body."

SHIPWRECK AND LOSS OF LIFE-LOSS OF SHIP BLACK HAWK, OF NEWBURYPORT .- The Boston Journat has the following particulars of the loss of the ship

nat has the following particulars of the loss of the ship Black Hawk, reported on Monday by telegraph:

"The ship Black Hawk (of Newburyport), Capt. Thurlow, which sailed from Calcutta April 1 for Boston, and which has been overdus for some time, was undoubtedly lost in a heavy gale in Bengal Bay April 5, and all on board perished. The only information in regard to her fate is fornished by a seaman named John Lalor, who arrived at this port in the ship Mattapan, from Calcutta, although a similar statement was received here some months since from Calcutta. He states that he was on board the British ship Geologist, from London for Calcutta, and when in the Bay of Bengal, on the 4th of last April, they signaled the American ship Black Hawk, from Calcutta for Boston.

the American ship Black Hawk, from Calcutta for Boston.

'On the next day, the Black Hawk was in sight to windward, under close-reefed sails, when a heavy squall came up, which was seen to strike the ship and capsize her. The same squall shortly after struck the Geologist, completely diamantling her.

"The captain of the ship Octavius, which arrived at Calcutta April 16, also parsed in the Bay of Bengal quantities of wreeked stoff, which he judged to have belonged to an American thip.

"The Black Hawk was built in Newburyport in 1857, and was 941 tuns register. There is large insurance in this city on the carro."

ance in this city on the cargo." learn from The London Times of Oct. 6 that Prince Albert, the father of the Prince of Wales, had a some

A bert, the father of the Prince of Wales, had a some-what narrow escape at Coburg on the first day of this

Abbert, the father of the Prince of Wales, had a somewhat narrow escape at Coburg on the first day of this month.

The Queen, the Duchess of Saxe-Coburg, and the Princess Frederick William of Prussia, having driven to the eastle of Callenberg, the Prince Consort, a little before 5 o'clock, entered a carriage to proceed to Coburg. After having gone for about three miles, the four horses becoming alarmed from some cause, after kicking violently, started off at full speed, in spite of the efforts of the coachman.

At about the distance of a mile from Coburg the read from Callenberg crosses the railway at a level, and upon approaching this spot the Prince Consort observed that the bar which is lowered to prevent carriages crossing the line when a train is expected was closed preparatory to the arrival of the train due at Coburg at 5 o'clock. A wagon which had been stopped by the bar was also standing upon the road. A violent concussion being then inevitable, his Royal Highness imped from the carriage, and fell to the ground. His Royal Highness, though receiving some superficial cuts and bruices in the face, was not at all stuned or seriously hurt, and shortly proceeded to assist the coachman. The carriage had in the mean time come into collision with the bar of the railway, and was upost, the coachman being dashed to the ground and considerably hart. His Royal Highness immediately devoted his attention to thus man, who was coaveyed to the lodge of the railway servant who has charge of the bar.

The horces having thus freed themselves from the carriage, continued their career into the town of Coburg, and were there seen by Col. Ponsonby, the Prince's equerry, who had been in attendance in the earlier part of the day.

At Col. Ponsonby's arrival the Prince desired him to continue his route, to meet the Queen and prevent any unnecessary slarm to her. The coachman has coute, to meet the Queen and prevent any unnecessary slarm to her. The coachman has coute, to meet the Queen and prevent any unnecessary slarm to her. Th

continue his route, to meet the Queen and prevent any unnecessary slarm to her. The coachman was much better the next morning, and it is added that the Prince's escape is regarded as most providential.

APREST OF A THIFF—A few days since a bold thief entered Mrs. Height a dwelling house, No. 118 East Broadway, in the day time, and style jewelry and clothing to the amount of \$200. Mrs. Haight owight sight of the robber, and was subsequently enabled to recognize his placure in the Regues' Gallery. The picture was that of Wan. Beebe, and he was yesterday arrayed by Delective Fairly, and a portion of the goods recovered. Beebe was secred up for examination.

FEMALE PICKPOCKETS —An Irish woman named Ressums Murphy was arrested on Monday evaning by Officer Robb of the Fourth Ward, charged with having stolen a watch worth #50 from George C. Cheelyn of No. 34 Roosevelt street. It is charged that the accused, with two or three other women, outled against Cheelyn in the street, when Reasons matched his watch. The prisoner was locked up to answer.

FATAL BURNING ACCIDENT -Mary Jane Jackson aged IT years of No. 311 West Seventeenth street, was so seriously burned on Monday night by the explosion of a field lamp that death ensured in a few hours. Corner Schirper held an inquest on the body, resulting in a verdict of "Accidental death"

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